May 29, 2018

The Honorable Joe McDermott

Chair, King County Council

Room 1200

C O U R T H O U S E

Dear Councilmember McDermott:

As required by the 2017-2018 Biennial Budget Ordinance 18409, Section 61, Proviso 1, I am transmitting to the King County Council a report and a motion approving the report, pertaining to the Issaquah-Hobart Road/Front Street Corridor Study.

The proviso reads:

*SECTION 61.P1.*

*Of this appropriation, $200,000 shall not be expended or encumbered until the*

*executive transmits a report on a joint traffic corridor study with the city of Issaquah*

*along Issaquah-Hobart Road Southeast and a motion that should approve the report and a motion is passed by the council. The motion shall reference the subject matter, the proviso's ordinance, ordinance section and proviso number in both the title and body of the motion.*

*The report shall include, but not be limited to: description of the existing*

*conditions, including deficiencies along that stretch of roadway consisting of Issaquah-Hobart Road Southeast continuing as Front Street South from State Route 18 to Northwest Gilman Boulevard and a list of short-term and long-term solutions to mitigate traffic congestion as part of a technical traffic study of that stretch of roadway.*

*The executive should file the report and motion required by this proviso by May*

*31,2018, in the form of a paper original and an electronic copy with the clerk of the*

*council, who shall retain the original and provide an electronic copy to all*

*councilmembers, the council chief of staff, the policy staff director and the lead staff for the transportation, economy and environment committee, or its successor.*

During the 2017-2018 budget process, the Council appropriated $175,000 to fund up to 50 percent of the total cost of a joint traffic corridor study with the City of Issaquah along Issaquah-Hobart Southeast continuing as Front Street South from State Route 18 to Northwest Gilman Boulevard (corridor). Both the City and the County agree that this corridor has experienced a substantial amount of growth in traffic volumes over the last several years. As a result, congestion on the corridor has worsened, leading to extended travel times and longer peak traveling hours. By working together on the traffic study, the County and the City are able to look at the traffic as it affects a shared network of roads. The City was the lead agency of the traffic corridor study in collaboration with the County.

The traffic corridor study, as included in the report, identifies and evaluates potential safety, mobility and other related improvements to provide the most efficient and reliable traffic flow possible along the corridor. The study evaluates existing conditions, with input from project stakeholders including the County and the City, and analyzes potential solutions to help identify the best solution. The overarching goal of the study is to make the corridor safer and more reliable. The solutions were evaluated using three primary criteria that included safety, mobility, and ease of implementation. The report concludes with a recommended list of short-term to long-term project solutions.

The attached motion and report are consistent with the King County Strategic Plan in the following ways:

Guiding Principles

* Regionally Collaborative: *Engage with partners, stakeholders, and public and private organizations to achieve goals.*

This principle is further advanced by recognizing that traffic congestion does not start and stop at the City or the County borders.

Goals and Objectives

* Mobility: *Deliver a safe, reliable, and seamless network of transportation options to get people and goods where they need to go, when they need to get there.*
	+ *Objective 2 - Preserve and optimize the mobility system*
	+ *Objective 3 - Ensure the safety and security for customers and employees using the mobility network*

By partnering with the City, we are able to come up with options to address a regional transportation problem affecting both City and County commuters.

It is estimated that this report, including associated analysis and collaboration, cost $180,000 to produce.

Thank you for your consideration of the attached report and motion. If you have any questions, please feel free to contact Brenda Bauer, Road Services Director, at 206-477-3580.

Sincerely,

Dow Constantine

King County Executive

Enclosures

cc: King County Councilmembers

 ATTN: Carolyn Busch, Chief of Staff

 Melani Pedroza, Clerk of the Council

 Dwight Dively, Director, Office of Performance, Strategy and Budget

 Harold S. Taniguchi, Director, Department of Transportation (DOT)

Brenda Bauer, Director, Road Services Division, DOT